

APPENDIX A - RESOLUTIONS

APPENDIX A1 – MIS LPA Adoption and 2025 Corridor System Plan Resolution (November 20, 2002)

APPENDIX A2 – Adoption of a Policy Authorizing the Northeast Corridor Locally Preferred Alternative (June 28, 2006)

APPENDIX A3 – MTC Action Item Staff Summary (April 22, 2009)

APPENDIX A4 – Adoption of a Policy Amending the LYNX Blue Line Extension Locally Preferred Alternative (October 28, 2009)

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APPENDIX A1

MIS LPA Adoption and 2025 Corridor System Plan Resolution (November 20, 2002)

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**RESOLUTION
No. 2002-11**

**ADOPTING A 2025 CORRIDOR SYSTEM PLAN INCLUDING
LOCALLY PREFERRED ALTERNATIVES FOR THE NORTH, NORTHEAST,
SOUTHEAST, AND WEST CORRIDORS AND AN IMPLEMENTATION PLAN**

A motion was made by Mayor Myers and seconded by Mayor Biggers for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Center and Corridors Land Use strategy, adopted in 1994, established five primary corridors for future transit investment; and

WHEREAS, in 1998, the 2025 Integrated Transit/Land Use Plan was prepared and formed the basis for local elected officials approving a ballot referendum for public transportation financing; and

WHEREAS, the residents of Mecklenburg County approved in November 1998 the half cent sales tax to be used for improvements to the public transportation system, including rapid transit; and

WHEREAS, in February 2000, the Metropolitan Transit Commission adopted Light Rail as the Locally Preferred Alternative for the South Corridor; and

WHEREAS, Major Investment Studies of various alternative alignments and technologies have been conducted for the remaining four corridors including the North, Northeast, Southeast, and West Corridors in accordance with Federal Transit Administration requirements; and

WHEREAS, the Metropolitan Transit Commission adopted in October 2001 the Evaluation Criteria to be used in selecting the appropriate transit alignment and technology in each corridor and developing the overall Corridor System Plan and Implementation Plan; and

WHEREAS, based upon the results of the Major Investment Studies and public involvement process, the Chief Executive Officer has recommended a 2025 Corridor System Plan that designates individual Locally Preferred Alternatives for the remaining four corridors and identifies additional transit system improvements designed to form the foundation for a regional transit system including a plan for integrating the corridor improvements together in the downtown Charlotte area and operational improvements along the two highest existing ridership bus routes; and

WHEREAS, the Chief Executive Officer has recommended a plan for implementing the corridor and transit system improvements in phases between now and the year 2025; and

WHEREAS, the recommended System Plan is consistent with the goals of the 2025 Integrated Transit/Land Use Plan; and

WHEREAS, the recommended 2025 Corridor System Plan is financially feasible within the capacity of the half cent transit sales tax assuming significant assistance from the Federal Transit Administration and the State of North Carolina on capital improvements; and

WHEREAS, adoption of a Corridor System Plan, including selection of the Locally Preferred Alternative for the North, Northeast, Southeast, and West Corridors, is essential to achieve future financial assistance from the Federal Transit Administration and the State of North Carolina; and

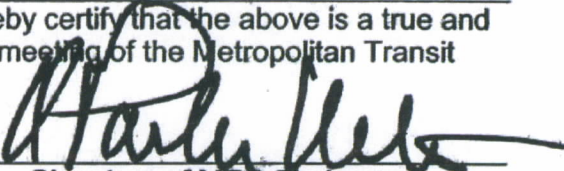
WHEREAS, implementation of specific elements of the 2025 Corridor System Plan will be subject to the review and approval of the Federal Transit Administration;

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

- A. The 2025 Corridor System Plan shown in Attachment A is hereby adopted.
- B. The Locally Preferred Alternatives for each corridor described in Attachment A are hereby approved and adopted.
- C. Pursuant to the Special Provisions in Attachment A, Preliminary Engineering for the Southeast and West Corridors will evaluate both light rail and bus rapid transit service on rapid transitways in these corridors.
- D. The Implementation Plan for the 2025 Corridor System Plan shown in Attachment B is hereby adopted subject to the Federal Transit Administration's approval of specific elements of the 2025 Corridor System Plan for implementation with Federal funding.
- E. This Resolution shall take effect immediately upon its adoption.

Attachment A - 2025 Corridor System Plan
Attachment B - Implementation Plan

I, H. Parks Helms, MTC Chairman do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on November 20, 2002.


Signature of MTC Chairman

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM**

STAFF SUMMARY

**SUBJECT: Adopting a 2025 Corridor System Plan
including Locally Preferred Alternatives
for the North, Northeast, Southeast, and
West Corridors and an Implementation Plan**

DATE: November 20, 2002

1.0 PURPOSE/SCOPE: This Action Item adopts a 2025 Corridor System Plan that includes the Locally Preferred Alternative (LPA) in the North, Northeast, Southeast, and West corridors, and additional transit system improvements that will create the foundation for a regional public transportation system.

2.0 BACKGROUND/JUSTIFICATION: The recommendations presented to the MTC on September 18, 2002 are the product of over two years of land use and transit planning work and an extensive public involvement process. They were designed to achieve the promises made to the citizens in the 2025 Integrated Transit/Land Use Plan prepared in 1998 when the half cent sales tax was passed including:

- Put in place by 2025 an expanded public transit system including rapid transit in the five major travel corridors;
- Build and operate the expanded system within the revenues from the half cent sales tax; and
- Tie development of the transit system to land use planning in support of the Centers and Corridors Land Use Plan.

CATS staff and consultants completed Major Investment Studies in each of the four remaining corridors from the 2025 Integrated Transit/Land Use Plan. These studies were conducted in accordance with FTA standards. Recommendations on specific transit improvements were developed using the results of these studies and the evaluation criteria approved by the MTC in fall 2001. The proposed 2025 Corridor System Plan is summarized in Attachment A hereto. The recommended Implementation Plan for the proposed 2025 Corridor System Plan is shown in Attachment B.

A public hearing on the proposed 2025 Corridor System Plan was held on October 2, 2002 and a public comment period was conducted until October 25, 2002. Forty-four people testified at the public hearing and a total of 165 comment submissions were received following the hearing. The vast majority of these comments from the public supported the implementation of rail services, particularly light rail in the Southeast Corridor, rather than Bus Rapid Transit services. A number of specific questions and issues were raised which have been responded to by CATS staff.

3.0 PROCUREMENT BACKGROUND: Not Applicable

4.0 POLICY IMPACT: The rapid transit corridors are a key element of the 2025 Integrated Transit/Land Use Plan. The MTC will be approving the Locally Preferred Alternative for each corridor as well as an overall system plan and implementation plan. The Locally Preferred Alternative decisions being made will shape the growth of the region over the next 50 plus years.

With these decisions, the MTC will be establishing policy regarding:

- the alignment and transit technologies to be implemented in each corridor
- the general timing on when transit improvements will be implemented
- the parameters of the 20+ year financial plan (capital and operating).

In addition, there are policy issues concerning the development of public transportation facilities into the surrounding counties (i.e. cost sharing) that are imbedded in the recommended 2025 Corridor System Plan and that were raised during the public review period. These issues are addressed to the extent possible at this time in Attachment A and will require additional work as indicated.

5.0 **ECONOMIC IMPACT:** The estimated costs of the proposed 2025 Corridor System Plan and the projected sources of funding to cover these costs is shown in Attachment C. The investment of the amounts of money shown will have a significant positive impact upon the local economy thru direct multiplier effects and by helping to sustain the region's economic growth in the years ahead by improving mobility and supporting more intensive land development patterns.

6.0 **ALTERNATIVES:** The primary alternatives, as presented at the October 30, 2002 meeting are:

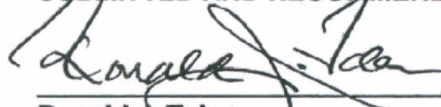
1. Adopt the recommended 2025 Corridor System Plan as presented
2. Modify specific elements of the recommended 2025 Corridor System Plan

Any modifications to the recommended 2025 System Plan must be financially feasible within the resources available to CATS. Specific modifications may require adjustments to the Implementation Plan, which could in turn also have financial ramifications.

7.0 **RECOMMENDATION:** Attachments A and B contain the recommendations originally made by CATS staff on September 18th. In addition, Attachment A contains a section on "Special Provisions" designed to address some of the issues raised during the public review period.

8.0 **ATTACHMENTS:** A – 2025 Corridor System Plan
B – Implementation Plan
C – Financial Plan

SUBMITTED AND RECOMMENDED BY:



Ronald J. Tober
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte

ATTACHMENT A

2025 CORRIDOR SYSTEM PLAN

SYSTEM PLAN

The System Plan includes Corridor rapid transit projects, Center City projects, and additional transit system improvements designed to weave together the five corridors into an integrated system in downtown Charlotte. The elements of the 2025 Corridor System Plan are:

- South Corridor Light Rail Project (Approved by the MTC in February 2000)
- North Corridor - Commuter Rail along the Norfolk-Southern O-Line and Enhanced Bus utilizing the I-77 HOV lane being constructed by NCDOT
- Northeast Corridor - Light Rail designed as an extension of the South Corridor and extending to a terminal station near I-485 and BRT service linking the University Research area development to the Light Rail corridor
- Southeast Corridor - Rapid transitway along Independence Boulevard and Independence Pointe Parkway to a terminal station near CPCC South Campus, capable of accommodating bus rapid transit and/or light rail transit operations.
- West Corridor - Rapid transitway along Wilkinson Boulevard capable of accommodating bus rapid transit and/or light rail transit operations and enhanced bus service along Freedom Drive and West Boulevard/Tyvola Road.
- Two major transit passenger terminals, the Charlotte Transportation Center and the West Trade Street Multi-Modal Station, designed to complement each other.
- A north-south transit spine along the South Corridor LRT/trolley/railroad corridor
- An east-west transit spine along Trade Street from Presbyterian Hospital to Johnson C. Smith University
- Circulation services including streetcars along Trade Street and the Center City Streetcar Loop
- Central Avenue streetcar from Presbyterian Hospital to Eastland Mall
- Beatties Ford Road streetcar from Johnson C. Smith University to I-85

LOCALLY PREFERRED ALTERNATIVES

The Locally Preferred Alternative (LPA) for each corridor is described below:

North Corridor

Commuter Rail on the Norfolk-Southern O-Line and Enhanced Bus utilizing the I-77 HOV lane being constructed by NCDOT

Northeast Corridor

Light Rail along the North Carolina Railroad corridor and US 29 and Bus Rapid Transit service linking the University Research area development to the Light Rail corridor

ATTACHMENT A

2025 CORRIDOR SYSTEM PLAN

Southeast Corridor

Bus Rapid Transit along Independence Boulevard and the Independence Pointe Parkway mid-line alignment to a terminal station near CPCC South Campus, subject to Special Provision 1.

West Corridor

Bus Rapid Transit along the Wilkinson Boulevard alignment and Enhanced Bus service along Freedom Drive and West Boulevard/Tyvola Road, subject to Special Provision 1.

SPECIAL PROVISIONS

1. The rapid transitway in the Southeast and West Corridors should be designed for use by bus rapid transit and/or light rail transit. During Preliminary Engineering, the specific design features, extent and criteria for the initiation of BRT and/or LRT service should be established. CATS will engage in discussions with the NCDOT on design concepts along U.S. Route 74/Independence Boulevard/Wilkinson Boulevard for integrating the rapid transitway and roadway improvements to accommodate close proximity transit-oriented development. The MTC will decide on specific elements, extent and timing, including a final decision on bus rapid transit and/or light rail transit in the Southeast and West Corridor rapid transitways at the conclusion of Preliminary Engineering and the completion of required environmental studies.
2. The possible development of Bus Rapid Transit guideways along Freedom Dr. and West Blvd. should be explored during Preliminary Engineering.
3. Development of inter-county public transportation services and facilities will be pursued as follows:
 - a. Iredell County/Mooresville — Iredell County and Mooresville participated in the funding of the North Corridor Major Investment Study. The next step will be for Iredell County and/or Mooresville to provide a proportionate share of the local share of the costs to conduct Preliminary Engineering on the North Corridor Locally Preferred Alternative. They will also need to develop a funding strategy showing how they will fund their proportionate share of final design, construction, and operating costs.
 - b. York County/Rock Hill - York County and Rock Hill have already committed the local share required and have agreed to manage the preparation of a Major Investment Study to determine the Locally Preferred Alternative for transit service to Rock Hill, South Carolina.

ATTACHMENT A

2025 CORRIDOR SYSTEM PLAN

CATS will play a key support role in the preparation of the MIS. Upon identification of a Locally Preferred Alternative, County/Rock Hill will need to develop a funding plan showing how they will fund the local share of preliminary engineering, final design, construction, and operating costs.

- c. Cabarrus County/Concord - Cabarrus County and the City of Concord have expressed interest in conducting a Major Investment Study for extending transit service into Cabarrus County. The next steps will be to identify funding to conduct the MIS and to determine how the MIS will be managed and coordinated with CATS.
 - d. Gaston County/Union County - If these counties are interested in extending transit service into their communities, they will need to take a lead role in identifying and securing the necessary funds to conduct, in cooperation with CATS, a Major Investment Study of the options to extending public transportation service.
4. Bus Rapid Transit guideways (busways) shall be designed to facilitate conversion to Light Rail Transit service as funding becomes available in the future, and when ridership volumes and/or other circumstances warrant such action. The exact extent of convertibility features to be included in the guideways shall be determined during Preliminary Engineering.
 5. Special focus shall be given during the Preliminary Engineering phase of system development to ensure that BRT lines in the Southeast and West Corridors are effectively connected to the Center City and Center City transit stations in a manner to avoid undue delays and unreliable transit service.
 6. The implementation of the recommended transit system plan shall ensure that all stations, whether serving LRT, Commuter Rail/DMU, or BRT lines, are built using comparable design and construction specifications.
 7. Strong consideration shall be given, where financially feasible and prudent in light of overall system development goals and funding constraints, to acceleration of the installation of Streetcar services on Beatties Ford Road and on Central Avenue to the Eastland Mall area, as a means of promoting positive economic development and re-development in the Southeast and West Corridors.

ATTACHMENT A

2025 CORRIDOR SYSTEM PLAN

8. Strong consideration shall be given to the pursuit by local governmental bodies, with the assistance of CATS, of effective transit-oriented economic development and re-development initiatives to serve areas within the Southeast and West Corridors in need of revitalization.
9. CATS, with the cooperation and financial assistance of Union County, shall explore the feasibility and viability of extending rapid transit service in the Southeast Corridor into Union County by implementing DMU service using the existing GSX Railroad tracks and right-of-way.
10. Special focus shall be given during the Preliminary Engineering phase of system development to ensure that adequate connectivity between corridors is provided for, and that effective transit-oriented economic development and re-development initiatives are pursued along inter-corridor connections.

ATTACHMENT B

IMPLEMENTATION PLAN

Corridor	First Ten Years	First Fifteen Years	By 2025
South	<ul style="list-style-type: none"> •LRT to 1-485 		
North	<ul style="list-style-type: none"> •Commuter Rail to Mooresville •Enhanced Bus services on 1-77 HOV lanes 		
Northeast	<ul style="list-style-type: none"> •LRT to 36th Street (NoDa) 	<ul style="list-style-type: none"> • LRT to 1-485 	<ul style="list-style-type: none"> • BRT/Enhanced Bus to University Research Park area
Southeast *	<ul style="list-style-type: none"> •BRT to Sardis station •Central Avenue Streetcar to Plaza/Midwood 	<ul style="list-style-type: none"> • BRT to 1-485 • Central Avenue Streetcar to Eastland Mall 	
West *	<ul style="list-style-type: none"> •BRT to Charlotte/Douglas International Airport •Beginning of Enhanced Bus along Freedom Drive and Tyvola Road 	<ul style="list-style-type: none"> • Enhanced Bus on Tyvola Road • Enhanced Bus on Freedom Drive 	<ul style="list-style-type: none"> • Enhanced Bus on Wilkinson Blvd. west of Airport
Center City	<ul style="list-style-type: none"> •Trade Street Facilities and Streetscape •Trade Street Streetcar •West Trade Multi-Modal Station •Transportation Center improvements •Beatties Ford Road Streetcar 		<ul style="list-style-type: none"> • Center City Streetcar Loop

*Subject to the outcome of the Preliminary Engineering decision on Bus Rapid Transit and/or Light Rail Transit.

FINANCING PLAN
Millions of Inflated Dollars

Corridor	Capital Cost	Operating Expense Less Fare Revenue
South Corridor LRT	\$371	(\$340)
North Corridor Commuter Rail	\$207	(\$178)
Southeast - BRT	\$212	(\$190)
Southeast - Central Avenue Streetcar	\$174	(\$102)
Northeast Corridor - BRT	\$51	(\$14)
Northeast Corridor - LRT	\$527	(\$107)
West Corridor - BRT	\$141	(\$123)
Center City - Facilities and Streetscape	\$83	(\$44)
Center City - Trade Streetcar	\$99	(\$122)
Center City - Streetcar Loop	\$125	(\$24)
Subtotal, Corridors	\$1,989	(\$1,244)
Core Bus Fleet (Paratransit/Vanpools)	\$332	(\$1,886)
General Capital	\$620	
TOTAL PROGRAM	\$2,941	(\$3,130)

FUNDING SOURCES	Capital Cost	Operating Subsidy
Federal - Discretionary	\$990	
Federal - Formula	\$643	
State Grants	\$766	\$479
Maintenance of Effort		\$453
Service Reimbursements		\$180
CATS & Other Local Resources	\$543	\$2,018
TOTAL SOURCES	\$2,941	\$3,130

APPENDIX A2

**Adoption of a Policy Authorizing the Northeast Corridor
Locally Preferred Alternative (June 28, 2006)**

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**RESOLUTION
No. 2006-03**

**ADOPTION OF A POLICY AUTHORIZING THE NORTHEAST CORRIDOR
LOCALLY PREFERRED ALTERNATIVE**

A motion was made by Phil McCreary and seconded by Lee Myers for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, the Metropolitan Transit Commission, in November 2002, adopted Light Rail along the North Carolina railroad and North Tryon Street right-of-way as the Locally Preferred "Build" Alternative ("LPA") in the Northeast Corridor, and

WHEREAS, the LPA did not include specific site locations for stations, and

WHEREAS, the preparation of a Draft Environmental Impact Statement (DEIS) and conceptual engineering for the Northeast Corridor Project was initiated in June 2004, and

WHEREAS, a primary task in preparation of the DEIS is the refinement of alignment and station locations on which to prepare detailed environmental, site design, and engineering plans for comparison to the No-Build and Baseline alternatives in the Northeast Corridor, and

WHEREAS, the Northeast Corridor Project team has worked with staff from the City of Charlotte, University City Partners, UNC Charlotte, and citizens of the City of Charlotte to validate alignment issues, optimally locate station sites, and identify a viable terminus in an open, fair, comprehensive, and impartial manner, and

WHEREAS, staff recommends that the LPA be refined to reflect selection of station, alignment and terminus sites, as detailed in Attachment A, and

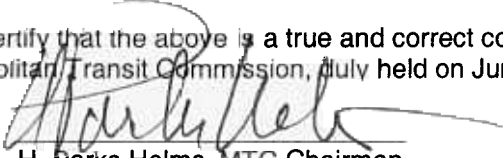
WHEREAS, this decision to refine the LPA for the Northeast Corridor does not represent a commitment to build the alignment or stations;

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

- 1 The Northeast Corridor alignment, terminus and station location recommendations contained in Attachment A hereto are hereby adopted for use in all necessary planning, site design, engineering, and environmental studies required to prepare the Environmental Impact Statement for the Northeast Corridor Project.
2. This resolution shall take effect immediately upon its adoption.

Attachment A – Northeast Corridor Background & Recommendations, Alignment Design Options, Station Locations and Terminus Station Location

I, H. Parks Helms, MTC Chairman do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, July held on June 28, 2006.


H. Parks Helms, MTC Chairman

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM**

STAFF SUMMARY

SUBJECT: Northeast Corridor Refined Locally Preferred Alternative

DATE: June 28, 2006

1.0 PURPOSE/SCOPE: The purpose of this action item is to approve refinements to the Locally Preferred Alternative (LPA) for the Northeast Corridor.

2.0 BACKGROUND: The 2025 Corridor System Plan adopted by the MTC in November 2002 included light rail as the Locally Preferred Alternative for the Northeast Corridor. The Northeast Corridor project team has evaluated the alignment and station locations identified in the MIS. The evaluation of the Northeast Corridor alignment identified two primary areas where alternative alignments were considered; additionally, terminal station alternatives inside and outside I-485 have been evaluated.

Attachment A provides a discussion of the station locations, alignment options, and terminal station alternatives that have been developed during the conceptual engineering work and an accompanying staff recommendation for refining the Locally Preferred Alternative.

3.0 PROCUREMENT BACKGROUND: Not Applicable

POLICY IMPACT: The MTC, by taking these actions will approve the Northeast Corridor refined LPA that will be used for system plan prioritization and for inclusion in the Draft Environmental Impact Study (DEIS).

ECONOMIC IMPACT: The proposed Northeast Corridor Light Rail stations have the potential to enhance and stimulate development and re-development opportunities within the ¼ to ½ mile radius of each station and more generally along the corridor. The result will be an expanded tax base with high-quality, mixed-use development.

ALTERNATIVES:

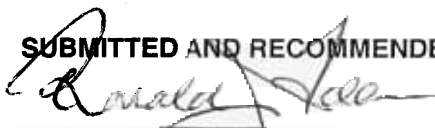
- (A) Adopt different station locations, alignment options, and terminal station location.
- (B) Not adopt the recommended alignment alternative for the LPA.

7.0 RECOMMENDATIONS: Staff recommends approval of the refinement of the LPA as detailed in Attachment A.

ATTACHMENT(S):

- A. Northeast Corridor Background & Recommendations, Alignment Design Options, Station Locations and Terminus Station Location

SUBMITTED AND RECOMMENDED BY:



Ronald J. Tober
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte

**Northeast Corridor Light Rail
Background & Recommendations
Alignment Design Options, Station Locations & Terminus Station Location**

This Northeast Corridor light rail project will begin at Seventh Street, which is the terminus of the South Corridor Light Rail Project. It will be an extension of the South Corridor light rail line and generally follows the existing abandoned freight tracks from Uptown toward the North Davidson Historic District (NODA). North of NODA, the alignment exits railroad right-of-way and enters into the median of North Tryon Street, serving University City, including UNC Charlotte, and follows that alignment to its terminus, near I-485.

The following is a list of the design options that make up this alignment and the associated staff recommendation for MTC approval:

1) Sugar Creek or NCRR Alignment

- Sugar Creek Alternative- Continue along the eastside of NCRR until the alignment reaches Sugar Creek. At that time the alignment would rise on an elevated structure and bank to the west over NCRR and Sugar Creek Road. The end of the structure would descend into the Asian Corners Shopping Center and provide a station near the backside of the parcel. The alignment would then merge onto North Tryon Street and continue to the north. The Eastway Station would be located in the median of North Tryon Street near Old Concord Road.
- NCRR Alternative- Continue along the eastside of NCRR until the alignment reaches Sugar Creek Road. At that time the alignment would elevate on a structure over Sugar Creek Road and transition to the west side of the of NCRR. A station has been identified in the vicinity of the alignment and Sugar Creek Road. The alignment would then follow NCRR on the west side, under Eastway Drive and merge onto North Tryon Street near Old Concord Road. The Eastway Station would be located out of North Tryon Street right-of-way, near Old Concord Road.

Staff recommends:

- 1.) **The adoption of the lower cost North Carolina Railroad (NCRR) design option in the Locally Preferred Alternative.**
- 2.) **That further study and evaluation be conducted during Preliminary Engineering for both the adopted NCRR option and the alternative Sugar Creek/North Tryon Street alignment option.**

Both these options will be documented in the Draft Environmental Impact Study (DEIS). This additional evaluation of the Sugar Creek/North Tryon Street alignment option is being recommended because of the potential economic development benefits associated with this alignment.

2) UNC Charlotte or North Tryon Alignment

- UNC Charlotte Alignment- North of the University Research Facility the light rail alignment would diverge from the median of North Tryon Street, and enter the UNC Charlotte campus. An on-campus station would be located near an existing residence hall, which is in proximity to the new student union being planned by the University, this station is tentatively being called UNC Charlotte Central. The alignment will then exit the campus and travel along the east side of North Tryon Street to the terminus station. This alignment is the consensus on-campus alignment alternative of University City Stakeholders (including UNC Charlotte, University City Partners, City of Charlotte and private developers).
- North Tryon Alignment- This alignment remains in the median of North Tryon Street, and would provide service to the campus through a feeder bus service to a station at JW Clay Blvd. or Mallard Creek Church Road.

Staff recommends adopting the UNC Charlotte alignment/station into the Locally Preferred Alternative

3) Terminus Location

- 1) I-485 North- This alignment is consistent with the MIS and would require a separate bridge be built, which would span I-485 and its ramps. The terminus station would be located in the vicinity of Pavilion Blvd.
- 2) I-485 South- The I-485 Alignment would have its terminus station short of I-485 at Morningstar Drive. This alternative would have a considerable cost savings over the I-485 North alternative because it would not be necessary to build the bridge over I-485.

Staff Recommends adopting the I-485 South alternative into the Locally Preferred Alternative

Station Locations

- **Staff recommends adoption of the proposed stations listed below including the potential Rocky River station with the understanding that it will continue to be evaluated in conjunction with local roadway planning efforts. It is likely that the US29/NC49 interchange project currently included in the Long Range Transportation Plan will be scaled back to an at-grade intersection project making the Rocky River Road station both feasible and desirable. Considerable land use planning has occurred with property owners under the assumption that the scaled back project will be built thereby offering opportunities for improved roadway infrastructure in the area and opening up economic development opportunities that were precluded by the interchange project.**

Station Location Recommendations:

- 9th Street Station- It is recommended that a station be included at this location to serve the many private developments, which are being built in this section of downtown. It is located north of 9th Street in Uptown.
- 16th Street Station- Similar to location identified in MIS, near intersection of Parkwood Drive and 16th Street.
- 27th Street Station- Similar to location identified in MIS, along Brevard Street near Norfolk Southern Intermodal Yard.
- 36th Street Station- Similar to location identified in MIS, north of 36th Street in "NoDa" neighborhood.
- Sugar Creek Station- Staff recommends that this station be located near the intersection of the NCRR railroad tracks and Sugar Creek Road (see NCRR alternative description). As noted above, this station and alignment will be further studied.
- Eastway Station- Staff recommends that this station be located near the Old Concord Road (see NCRR alternative description). As noted above, this station and alignment will be further studied.
- Tom Hunter- Similar to location identified in MIS, near intersection of Tom Hunter Road and North Tryon Street.
- Rocky River- Staff recommends inclusion of a potential Rocky River station into the DEIS
- City Boulevard Station- This station is located near Shopping Center Drive to avoid complications of the 29/49 "weave".
- Harris Boulevard Station- This station is located south of Harris Boulevard to avoid the complicated Harris/North Tryon intersection.
- UNC Charlotte Station- Similar to location identified in MIS, near intersection of JW Clay and North Tryon Street.
- UNC Charlotte Central Station- Staff recommends the inclusion of a station on UNC Charlotte's campus into the DEIS. See UNC Charlotte alignment description above.
- Mallard Creek Church Station- Staff recommends that this station be further studied based on the UNC Charlotte alignment recommendation.
- I-485 Stations- Staff recommends that this station be located on the south side of I-485. See "Terminus Location" description above

RESOLUTION
No. 2006-09

**ADOPTING A 2030 TRANSIT CORRIDOR SYSTEM PLAN INCLUDING
LOCALLY PREFERRED ALTERNATIVES FOR THE NORTH, NORTHEAST, SOUTHEAST, WEST AND
CENTER CITY STREETCAR CORRIDORS AND AN IMPLEMENTATION PLAN**

A motion was made by Mayor Kincaid and seconded by Mayor Knox for the adoption of the following resolution and upon being put to a vote was duly adopted.

WHEREAS, the Center and Corridors Land Use strategy, adopted in 1994, established five primary corridors for future transit investment; and

WHEREAS, in 1998, the 2025 Integrated Transit/Land Use Plan was prepared and formed the basis for local elected officials approving a ballot referendum for public transportation financing; and

WHEREAS, the residents of Mecklenburg County approved in November 1998 the half cent sales tax to be used for improvements to the public transportation system, including rapid transit; and

WHEREAS, in February 2000, the Metropolitan Transit Commission adopted Light Rail as the Locally Preferred Alternative for the South Corridor; and

WHEREAS, Major Investment Studies of various alternative alignments and technologies were completed in 2002 for the remaining four corridors including the North, Northeast, Southeast, and West Corridors in accordance with Federal Transit Administration requirements; and

WHEREAS, based upon the results of these Major Investment Studies and public involvement process, in November 2002 the Metropolitan Transit Commission adopted the 2025 Corridor System Plan that designated rapid transit improvements for the remaining four corridors and identified additional transit system improvements designed to form the foundation for a regional transit system including a plan for integrating the corridor improvements together in the downtown Charlotte area and a streetcar line along three of the four highest ridership bus routes; and

WHEREAS, conceptual engineering and environmental studies of the rapid transit improvements and streetcar line have been nearly completed pursuant to a memorandum of understanding with the Federal Transit Administration dated June 22, 2004 in order to develop more detailed information on ridership, capital and operating costs, land use, economic development and environmental impacts of the corridor transit improvements; and

WHEREAS, based upon the results of these conceptual engineering and environmental studies, the Metropolitan Transit Commission has adopted refined Locally Preferred Alternatives for each of the four corridors and the streetcar line establishing alignments, termini, station locations and transit technologies; and

WHEREAS, the Charlotte Area Transit System (CATS) Chief Executive Officer has recommended a Plan for implementing the corridor and transit system improvements in phases between now and the year 2030 and beyond; and

WHEREAS, the recommended 2030 Transit Corridor System Plan is consistent with the goals of the original 2025 Integrated Transit/Land Use Plan; and

WHEREAS, the recommended 2030 Transit Corridor System Plan is financially feasible within the projected capacity of the half cent transit sales tax assuming significant assistance from the Federal Transit Administration, the State of North Carolina and other potential sources on capital improvements; and

WHEREAS, adoption of a 2030 Transit Corridor System Plan, including selection of the Locally Preferred Alternatives for the North, Northeast, Southeast, West and Center city Streetcar Corridors, is essential to achieve future financial assistance from the Federal Transit Administration and the State of North Carolina; and

WHEREAS, the 2025 integrated Transit/Land Use Plan makes both goals – transit and land use – equal as goals for the MTC; and

WHEREAS, the North Corridor is most advanced of all five corridors in its use of transit as a basis for land use decisions; and

WHEREAS, the North Corridor has standing as the next corridor for construction in MTC Resolution No. 2001-05.

WHEREAS, implementation of specific elements of the 2030 Transit Corridor System Plan is subject to the review and approval of the Federal Transit Administration and the North Carolina Department of Transportation;

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

A. The 2030 Transit Corridor System Plan, including the Locally Preferred Alternatives for each corridor, described in Attachment A is hereby adopted.

B. The Implementation Plan for the 2030 Transit Corridor System Plan shown in Attachment B is hereby adopted subject to the review and approval of the Federal Transit Administration. Under this plan, design of both the North and Northeast Corridors begins in 2007. Construction of the North line begins in 2009 and construction of the Northeast line in 2011. The MTC endorses this sequencing.

C. CATS staff is directed to complete the draft environmental documents for those corridor improvement projects in the 2030 Transit Corridor System Plan that will be subject to early implementation in accordance with the provisions of the June 22, 2004 memorandum of understanding with the Federal Transit Administration and with applicable state and federal law.

D. CATS staff is directed to advise Congressional representatives that any funds appropriated in federal fiscal year 2007 for an extension of the Charlotte rapid transit system should be allocated to the Northeast Corridor Light Rail Project for preliminary engineering studies.

E. CATS staff is directed to work with the City of Charlotte, Mecklenburg County, the North Carolina Department of Transportation, the Towns of Cornelius, Huntersville and Davidson, and with North Corridor stakeholders to develop a strategy for funding the North Corridor for approval by the Metropolitan Transit Commission. Staff shall consider all financing opportunities including both revenue enhancement and cost reduction such as developer funding of stations, phasing of construction, and deferral of stations with little transit-oriented land use. CATS staff shall report back to the MTC by July 1, 2007 the result of this work.

The same evaluation, review, and due diligence will be expected for the Northeast Corridor.


F. This Resolution shall take effect immediately upon its adoption.

Attachment A - 2030 Transit Corridor System Plan

Attachment B - Implementation Plan

Attachment C – Financial Plan

I, H. Parks Helms, MTC Chairman do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on November 15, 2006.



Signature of MTC Chairman

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APPENDIX A3

MTC Action Item Staff Summary (April 22, 2009)

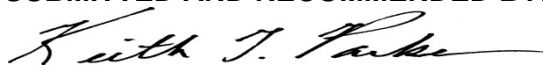
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**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM
STAFF SUMMARY**

SUBJECT: LYNX Blue Line Extension LPA & 15 percent Design Update DATE: April 22, 2009

- 1.0 PURPOSE/SCOPE:** The purpose of this action item is for staff to present the 15 percent design update and to recommend the Locally Preferred Alternative (LPA) alignment and station locations as refined during the 15 percent Preliminary Engineering effort. The refined LPA will be pursued through the Draft Environmental Impact Statement (DEIS).
- 2.0 BACKGROUND/JUSTIFICATION:** The MTC adopted a Locally Preferred Alternative (LPA) on June 28th 2006 for the Blue Line Extension (BLE). The MTC also directed staff to study a design option of the LPA called the Sugar Creek design option in order to better understand the potential economic benefits and costs of this option as compared to the LPA. On November 27th 2007, the BLE was approved to enter Preliminary Engineering by the FTA and initiated the Sugar Creek study as well as refinement of the LPA alignment and station locations. The Sugar Creek study found that the design option had similar economic development benefits with a much higher estimated cost, as compared to the LPA. The results were presented at public meetings on January 13th and 15th, 2009. The BLE Team also spent considerable effort refining the LPA alignment and stations; this work was coordinated with UNC Charlotte, North Carolina Railroad (NCRR), North Carolina Dept. of Transportation (NCDOT), University City Partners, and other stakeholders. Please see **Attachment A** for a description and **Attachment B** for a map of the proposed refined LPA.
- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** By taking this action, The MTC will establish the LPA that will be advanced to 30 percent design and evaluated in the DEIS.
- 5.0 ECONOMIC IMPACT:** N/A
- 6.0 ALTERNATIVES:** N/A
- 7.0 RECOMMENDATION:** Staff recommends that the MTC:
a.) Accept as information the updated 15 percent design level project cost estimate
b.) Adopt recommended alignment and station alternative for the refined LPA
c.) Direct staff to advance Preliminary Engineering for the BLE to the 30 percent design level
- 8.0 ATTACHMENT(S):** Attachment A- LPA Description
Attachment B- Project Map

SUBMITTED AND RECOMMENDED BY:



**Keith T. Parker, AICP
Chief Executive Officer, Charlotte Area Transit System
Director of Public Transit, City of Charlotte**

Blue Line Extension- Northeast Corridor Light Rail

LPA Description

The recommended refined LPA includes 13 stations and is approximately 11 miles long. The BLE alignment begins in Uptown Charlotte, where the Blue Line currently ends at 7th Street. The first part of the alignment primarily stays within railroad right-of-way, through NoDa, until Old Concord Rd. (bypassing the Sugar Creek design option), where it enters into the median of North Tryon Street. The alignment follows North Tryon Street through the University City area then enters the UNC Charlotte campus north of JW Clay Blvd. A parking deck is planned at the project terminus, which is just south of I-485 along North Tryon Street. The following are the recommendations that make up this alignment for MTC approval:

Sugar Creek Design Option

Staff has completed the evaluation of the economic benefit of the Sugar Creek design option for the BLE. The findings of the evaluation is that the Sugar Creek design option produces similar projected economic development benefits and a higher cost, and as such staff does not recommend the Sugar Creek design option. The BLE project will continue to study the Sugar Creek design option during the Draft Environmental Impact Statement (DEIS), but will not do any more design work.

Station Recommendations

Staff recommends adoption of the proposed stations listed below:

- **9th Street Station-** Staff recommends that a station be included at this location to serve the many private developments, which are being built in this section of downtown. It is located north of 9th Street in Uptown.
- **Parkwood Station-** Staff recommends that this station be located near Parkwood Ave and Brevard St. This Station was previously located near 16th Street but was relocated to provide improved access to the neighborhoods near such as Villa Heights.
- **27th Street Station-** Staff recommends this station be located near the intersection of Jordan Street and Brevard Street. This station was shifted further to the north along Brevard Street to avoid floodplain impacts.
- **36th Street Station-** Staff recommends this station be located at the intersection of 36th Street and the Norfolk-Southern railroad tracks, on the east (NoDa) side. This station has been coordinated with the NCDOT-Rail, Norfolk-Southern Railroad and North Carolina Railroad and is proposed to be built in conjunction with a grade separation of 36th Street, for the purpose of providing enhanced pedestrian and bicycle access to the station.
- **Sugar Creek Station-** Staff recommends that this station be located near the intersection of the Norfolk- Southern railroad tracks and Sugar Creek Road. This station will include a park & ride.
- **Old Concord Road Station-** Staff recommends that this station be located near the intersection of North Tryon Street and Old Concord Road. This station will include a park & ride.
- **Tom Hunter-** Staff recommends that this station be located near the intersection of Tom Hunter Road and North Tryon Street. This station will include a park & ride.
- **University City Blvd Station-** Staff recommends this station be located in the median of the North Tryon Street in the vicinity of the Weave project. This station will include a park & ride.
- **McCullough Station-** Staff recommends that this station be located near the intersection of North Tryon and McCullough Road. This station is the product of combining two previously planned stations that were located too closely together. This station will include a park & ride.
- **JW Clay Blvd Station-** Staff recommends that this station be located near the intersection of North Tryon St and JW Clay Dr.

- **UNC Charlotte Station-** Staff recommends that this station be located near Laurel Hall on UNC Charlotte's campus. The station and alignment location was coordinated with the University.
- **Mallard Creek Church Station-** Staff recommends that this station be located near the intersection of Mallard Cr Ch Rd and Stone Quarry Dr. This station was relocated to the east at the request of UNC Charlotte to be incorporated into a potential University development. This station will include a park & ride.
- **I-485/ N. Tryon Stations-** Staff recommends that this station be located on the south side of I-485 near Morningstar Drive. This station will include a parking deck and is proposed to be accessed from Tryon Street at the I-485 exit ramp.

APPENDIX A4

**Adoption of a Policy Amending the LYNX Blue Line Extension
Locally Preferred Alternative (October 28, 2009)**

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RESOLUTION
No. 2009-13

ADOPTION OF A POLICY AMENDING THE LYNX BLUE LINE EXTENSION LPA

A motion was made by Jennifer Roberts and seconded by Curt Walton for the adoption of the following resolution, and upon being put to a vote was duly adopted.

WHEREAS, the Metropolitan Transit Commission (MTC), in November 2002, adopted Light Rail along the North Carolina railroad and North Tryon Street right-of-way as the Locally Preferred "Build" Alternative ("LPA") in the Northeast Corridor, and

WHEREAS, the MTC adopted a Locally Preferred Alternative for the Northeast Corridor on June 28, 2006, and

WHEREAS, the LYNX Blue Line Extension project was approved to enter Preliminary Engineering by FTA on November 27, 2007, and

WHEREAS, the purpose of Preliminary Engineering is to define the alignment and station locations for the Blue Line Extension and prepare detailed environmental reports, station site plans, engineering plans, and cost estimates, and

WHEREAS, the MTC last adopted the refined LPA on April 22, 2009, and


WHEREAS, staff recommends that the LPA be further refined to reflect a station located near 25th Street as described in Attachment A, and

NOW, THEREFORE, be it resolved by the Metropolitan Transit Commission that:

1. The proposed 27th Street station, which was located along Brevard Street near Jordan Place, shall be shifted to the south, between 25th and 26th Street and shall be called the "25th Street Station".

This resolution shall take effect immediately upon its adoption.

I, Lee Myers, MTC Chairperson do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Metropolitan Transit Commission, duly held on October 28th, 2009.



Signature of MTC Vice-Chairperson

**METROPOLITAN TRANSIT COMMISSION
ACTION ITEM**

STAFF SUMMARY

**SUBJECT: LYNX Blue Line Extension Locally
Preferred Alternative**

DATE: October 28, 2009

- 1.0 PURPOSE/SCOPE:** To provide an update to the MTC on the LYNX Blue Line Extension (BLE) project status and activities and to present an adjustment to the location of the 25th Street Station.

BLE Project Description

The LPA includes 13 stations and is approximately 11 miles long. The BLE alignment begins in Uptown Charlotte, where the Blue Line currently ends at 7th Street. The first part of the alignment primarily stays within railroad right-of-way. In this area, staff is evaluating the Norfolk-Southern Railroad (NSRR) Intermodal Yard site, along Brevard Street, as a site to implement a potential Light Maintenance Facility for the BLE. In the NoDa area, BLE staff worked closely with NCDOT Rail Division staff to coordinate the needs of the BLE and the Charlotte Railroad Improvement Safety Project (CRISP). The BLE follows the railroad right-of-way until Old Concord Rd, where the alignment enters into the median of North Tryon Street.

The alignment follows North Tryon Street through the University City area then enters the UNC Charlotte campus north of JW Clay Blvd. This alignment has been coordinated closely with UNC Charlotte and the BLE has made refinements to accommodate Charlotte Research Institute (CRI) expansion. The BLE alignment leaves UNCC property and terminates at a parking deck just south of I-485 along North Tryon Street.

- 2.0 BACKGROUND/JUSTIFICATION:** The MTC adopted a Locally Preferred Alternative (LPA) on June 28, 2006, for the Blue Line Extension (BLE). On November 27, 2007, the BLE was approved to enter Preliminary Engineering by the FTA. On January 28, 2009, BLE staff briefed the MTC on project scope adjustments. On April 22, 2009, BLE staff presented the 15% cost estimate; upon review of the information the MTC adopted the refined LPA, and directed staff to advance PE to the 30% level. CATS Staff presented the project to the public with no comments, on September 29 and 30.
- 3.0 PROCUREMENT BACKGROUND:** N/A
- 4.0 POLICY IMPACT:** The refined LPA will be evaluated in the DEIS.
- 5.0 ECONOMIC IMPACT:** The proposed Northeast Corridor Light Rail stations have the potential to enhance and stimulate development and redevelopment opportunities within the ¼ to ½ mile radius of each station and more generally along the corridor. The result will be an expanded tax base with high-quality, mixed-use development.

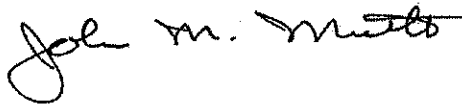
6.0 **ALTERNATIVES:**

- Adopt recommended 25th Street Station location for the refined LPA.
- Keep 27th Street Stations as LPA

7.0 **RECOMMENDATION:** Adopt recommended 25th Street Station location for the refined LPA.

8.0 **ATTACHMENT(S):** Attachment A- 25th Street Station Description
Attachment B- LYNX BLE Project Map

SUBMITTED AND RECOMMENDED BY:



John M. Muth, P.E.
Interim CEO/Director of Public Transit, City of Charlotte

ATTACHMENT A- 25th Street Station Description

During the 15% design the proposed station was located at 27th Street, near the Duke Power substation along Brevard Street. The proximity to the substation caused various utility conflicts that raised the 15% cost estimate for the station. Therefore, BLE staff recommends shifting the station to the south, between 25th and 26th Street. This location largely mitigates the utility conflicts and is better positioned to serve future development along Brevard Street.

ATTACHMENT B- LYNX BLE Project Map

